## THE NEW YORK HERALD.

WHOLE NO. 9191.

NEW YORK, SATURDAY, NOVEMBER 9, 1861.

MAP OF BEAUFORT, S.C.

Scene of Operations of the Great Naval and Military Expedition.

BARNWELL

LAURE BAY

HUN71

5%

GUERARD

PARIS

SLAND

BRIDGE

POCOTALICO

SHELDON

CHURCH.

-CHURCH.

DATHAW

ST HELENAVILLE

BUTCHERS

ISLAND

COMB

COMBAHEE LIFERRY

HANGMANE

CHARLESTON & SAVANNAH R.R.

COOSAWHATCHIE SAVANNAH RAIL ROAD CHARLESTON & GRAHAM.

ROGES

PRICE TWO CENTS.

## IMPORTANT FROM SOUTH CAROLINA.

Arrival of the Great Naval and Military Expedition at Port Royal Island.

THE FLEET IN THE GALE.

Total Loss of the Transport Ocean Express and Steamer Union.

Opening Bombardment of Beaufort.

Probable Capture of the Rebel Batteries.

Union Gunboats Reported Disabled.

Commodore Tatnall in Command of the Rebels.

EKETCH OF PORT ROYAL AND BEAUFORT.

Hearn that a physician of the United States Navy, who len. Wool, on some business of his own, was brought back his afternoon by a rebel flag of truce.

He reports that telegraphic despatches were received oday at Norfolk that our fleet was then—the 7th inst. ding Port Royal, S. C., and the work on both sides ras very sharp and hot.

Two of the transports—one supposed to be the Ocean Express, having ammunition on board, and the Union arrying horses—went ashore during the gale.

The Union was wrecked on Rogue's Beach, and out of

horses fifteen were saved. Ocean Express went ashere at Kill Devil Shoals vessels had crews of seventy-three men, all of were saved, taken prisoners, and sent to Raleigh,

bringing from the scene of operations de. The wildest excitement exists among the rebels in Nor

olk, also among the people at this point. Union was a new vessel, built in New York, and ntended for the use of the Quartermaster's Departont here, but was transferred to Captain Saxton, quar-rmaster to General Sherman. She was a very fast ler, and proposed to be the return vessel to bring the

During last evening numerous rockets and other fire-rocks were displayed from Norfolk, as seen from New rt News. It was probably owing to the election held in a Confederate States on the 6th inst. The supposition s that Port Royal is reduced, and that our tre

orrow we expect full particulars, as The Baltimore boat is detained, having run on the bas

The S. R. Spaulding left for Hatterns Inlet last eve

with a cargo of commissary stores. It is more than probable that some of the troops will return in her. It is understood at Old Point that Hatteras inlet is a place of too much importance to be abandoned. Should the Twentieth Indiana regiment return to Old Point its

lace will be immediately supplied by a large force.

By a flag of truce just from Norfolk we have news of who came down was bound by parole to reveal no par

Our fleet was bombarding Port Royal, which was said to be in a critical condition, and just ready to surrender The steamer Union, with a cargo of horses and stores and another transport, whose name is not given, were lost during the gale, one at Kill Devil Shoals, and the other at Rogue's Beach, on the coast of North Carolina. The crews of both vessels—seventy-three in number-are now prisoners at Raleigh, N. C. .It is not know her any were lost; but fifteen horses were saved.

The executive officer of the Minnesota states, upon is formation received by the flag, that the fleet was bom barding Port Royal, and meeting with a warm reception the rebels having been preparing for them.

The above reached Norfolk to-day by telegraph.

The reported resignation of General Wool is news as The United States gunboat Monticello will leave for the

blockade off Wilmington in a couple of days.

General Pholps states that the robels are bolder and nerous than ever near Newport News.

A gentleman, by flag of truce from Norfolk, brings the

pedition-the Union and a sailing vessel whose name be Rogue's beach, on the coast of North Carolina

were lost. Seventy-three men on board were taken pri ers and conveyed to Raleigh. The other transport had ordnance stores The gentleman by whom this intelligence is brought

seels bound in honor to communicate nothing further.

I feel authorized in saying the above was received a orfolk on Tuesday, at which time the fleet had not ded, but was congregated off Port Royal, Beaufort, and was engaging the batteries there; that one of our gun boats had been disabled by the rebel guns, and another

It was first reported that the Great Republic had b out, but it proved to be incorrect.

The rebel commander had a small steamer under his

sels of the fleet, which had been driven on a lee shore board of her. On the whole, the news is ot regarded as of an unfavorable character

This intelligence comes through a source supposed to sympathize with the rebels, and is claimed to be derived

The gentleman who came under the flag of truce from Norfolk yesterday, says he brought all that is known regard to the fleet, and the stories affoat attribut to him are false. All he knows is that a despatch had en received at Norfolk that one of our vessels was disabled by the rebel's batteries, and another wracked on the North Carolina coast; one, the Union. taken to Raleigh, and fifteen horses sayed from the Union

## THE EXPEDITION.

The all absorbing topic of interest at the present mo, ment is the great naval and military expedition, which our telegraphic reports inform us has selected its scene of operations. This, it appears, is Beaufort, S. C., a small town, or, according to Southern parlance, a city, situated on the east side of the harbor of Port Royal. Below we give a description of Port Royal and its vicinity, includ-

place of great importance, both to the rebels, as one of defence and resistance to extended invasion, and to the commanders of the expedition, as regards their future operations against the cities of Charleston and Savannah, the principal cities of South Carolina and Georgia. Ever since the departure of the expedition, the public mind hag felt increasing agitation as to the destination of the fleet, a state of feeling greatly intensified by the tempest of Saturday last, which awakened general fears as to its safety. Those fears were greatly allayed, however, by the return to Fortress Mot which, in the storm referred to, were separated from the main body. These were, first, the steamer Belvidere, which returned to Old Point on Monday, the 4th of November, exactly six days from its sailing. Then the Florida, gunboat, Commander Goldsborough, carrying nine guns, which was disabled in the storm off Cape Fear a he same time that the Belvidere suffered her injuries and which arrived at Philadelphia on the same day tha the Belvidere reached Fortress Monroe. The report of the Belvidere was that she had been so roughly handled in the storm that a considerable portion of her upper works had been stove in, and that twelve of the horses which she carried for the land forces had been killed. Compelled to return, or at all events abandoning the fleet under circumstances, she could give no other account of the fleet but that it was off Cape Fear when the storm burst upon it. The Fiorida stood out the early brunt of the storm, which was first experies the severity of the gale on Thursday night, which about when oil Cape Fear, steering for Philadelphia. The Florida had no troops nor horses on board. The bark Honduras reported that between Cape Fear and Charles naval fleet: "the wind had then abated," satisfactory information was brought to us by the Monticello, from the blockade of Savannah, who reported that she passed the whole fleet moving along finely on ing the city of Beaufort and the points which render it a Saturday night, within thirty miles of Bull's bay.

TRENCHS

REALERS

GASKIN

E. S. HALL. DEL

HILTON HEAD

SOUTH A TOSS OF

LIGHTESHIP

This report of the Monticello gave general satisfaction and restored confidence to a considerable extent throughout the whole community, extending its influence even to Wall street. Besides these vessels, which only separated from the fleet in consequence of the gale of Friday, the O. M. Petit, a small chartered tugboat, and the two ferryboats, Ethan Allen and Commodore Perry, were unable t cope with the heavy sea they encountered at the first, and empelled to put back. They all arrived safe. The vessels were of no great importance to the results hoped for from the fleet, save that the ferry boats, as intended, might be useful in landing troops. Several days, however, again clapsed, bringing no further accounts beyond such as we published from Southern papers, the whole tenor of which confirmed the view expressed by us in our d scription of Port Royal-that this harbor would in all probability be selected as the point of debarkation. It is evident that our commanders then were right in running the fleet into this safe and capacious harbor, and selecting the mainland as a permanent stronghold for an encamp ment, and as a point d'appui for future land operations, which might be directed simultaneously against Charlessafely attacked in the rear by land expeditions moving presented for a hostile landing have made it also, as we lar attention to the rebels for some time past, during harass the landing of our troops. This will be seen from the Southern reports which we publish in another column, and which state that the fleet was bombarding yal and meeting with a warm reception, the rebels having been prepared for them. At the latest in-formation the troops had not landed. The vessels were engaging the batteries, and one of our gunboats had been disabled by the rebel guns, another being aground, which was likely to fall into the hands of Commodore Tatnall,

reported to be disabled, and a later account says the force

success of the fleet in these waters, we return to report what further secidents befel it in the storm which prerailed along the line of coast it was sent forth to mer We have no accounts subsequent to that of the Monticello until the receipt of those which come to us via Fortress Monroe under a flag of truce from Norfolk, Va., and which we give in full in another From this source we learn that during the gale two transports, the Union steamer, and the wrecked, the former on Kill Devil shoals, near Albemarle sound, and the latter off Bogue Inlet, on the land point of which is Fort Macon, one of the fortifications of Beaufort board, all but fifteen of which were lost. Seventy men were taken prisoners and conveyed is contradicted. Another report says that three transports were lost, names and par taken with considerable allowance, in view of the quarter

## THE GREAT FLEET.

the morning of Tuesday, the 29th of October, under the cheering influence of beautiful weather; the music of the perimental bands, from that on board of the Wabash & the rearmost guardian of the squadron; the cheers of the thousands who were going forth to battle mingling with the stentorian responses of their assembled brothers in arms on the beach and on the ramparts of Old Points now lest, and again breaking forth between the thenderings of the cannon, whose rude threats joined the general acclaim which announced that the expedition was fairly on its way.

This is exclusive of the Sabine, Susquehanna, St. Law

WATERS & SON SC

SCALE OF MILES

1 2 3 4 5

10 1 15 FT

18

rence, Dale, Savannah, Flag, and other vessels of the blockading squadron, which were to have joined the expedition as it passed the points off which they were The strength of the enumerated vessels, amounting

ighty-four, was reduced at the time of reaching Por-Royal and commencing the bombardment of the rebe batteries there erected, by the withdrawal, first, from in ability to keep up with the squadron, of the ferryboats Ethan Allen, Commodore Perry and the tugboat O. M Pettit: following them the return of the Belvidere and the Florida, disabled in the gale off Cape Fear. Our later accounts further reduce the fleet by the reported loss of the steamer Union and the Ocean Express, sailing vessel We have also reported from Port Royal one gunboat disabled and another aground. These reduce the total of the fleet up to latest accounts to seventy-five, as shown

Original strength of the fleet leaving Hampton..... 1. Belvidere, returned disabled. Florida, returned disabled.
Commodure Perry, separated from the fleet.
Ethan Allen, separated from the fleet.
O.M. Pettit, separated from the fleet.
Union, ashore in gale.
Ocean Express, ashore in gale.
Gunboat (not asmed), disabled in action.
Gunboat (not named), aground.
all hors du combat. Total ready for service...... 75

THE MILITARY FORCE. The military strength of the expedition is supposed to consist of about 20,000 men. It is organized as follows:-

Acting Major General .. . Frig. Gen. THOS. W. SHERMAN

COMMANDERS OF BRIGADES.

Third Rhode Island, Colonel Brown; the Massachasetta Twenty-first, Colonel Morse; the Engineer Volunteer battalion, Colonel E. W. Serrell—a corps of Suppers and Mi-ners which joined the expedition at Fortress Monroe, and which we cannot locate in any particular brigade; and there may be still others embarked at that and other coints, of which we have as yet no definite information. addition to the regular land force accompanying the expedition, there is also a battalion of United States maines under the command of Major Reynolds. The entire nilitary arm of the expedition may safely be estimated, er, at certainly not less than 20,000 men-for the most part picked troops detailed from Gene Cellan's command for this particular service.

One of the most important officers connected with the expedition is Colonel Chas. O. Battele, of the United States Coast Survey. This officer may be assumed to be perfectly familiar with the general copegraphy of the part of the Southern coast to which the expedition is di rected, he having made the survey of it from Cape Fear o St. Marys river in 1852. Again in 1854, a reconsols sance of the coast of South Carolina was made, from the Ashley river to the Santes, Colonel Bout-l'e acting in the capacity of officer of astronomical and magnetic observations. He also was engaged in subsequent surveys along the same coast up to 1857, and must therefore have ac quired a most thorough knowledge of it in all its features The presence of such an officer with the expedition i the greatest moment.

A very efficient signal corps is also attached to the ex edition, under the immediate charge of Lieutenant Da

Battery of six guns ...... Captain John Hamilton.

This battery consists mostly of l'arrot rifled cannon, and forms part of the noted Sherman battery, which the

e so often boasted of having captured. As Port Royal, then, is the theatre of action selected by and where it is hoped it will achieve the great results ex pected from its valor and its devotion to the cause it has cone forth to uphold, we lay before our readers graphic descriptions of the harbor of Port Royal, its immediate acroundings, and of the city of Beaufort, which stands at the head of the waters of the harbor.

SKETCHES OF PORT ROYAL AND BEAUFORT. PORT ROYAL.

Port Royal is fifteen miles northeast from the extrance of Savannah river, and is perhaps the most important point on the Atlantic coast of all the Southern States which border upon that sea for the purpose of a hostile

The entrance itself is an inlet from the Atlantic, in atitude thirty-two degrees eight minutes north, fifty miles southwest of Charleston, and fifteen miles northeast pening from the Atlantic is between Edding Island and ditton Head Island, and at that point is about three miles wide. The prolongation inward of Port Royal estrance is called Broad river and Port Royal river. Running up this for about twenty-five miles, bending off eastward through he Coosaw river, and coming out to the Atlantic again through St. Helena Sound, you have an irregular area of gion is cut up by numerous rivers, creeks and inlets into chief of which are Port Royal, St. Helena, Paris, Ladies, osaw, Morgan, Dathaw, Edding, Chaplin, Prentis and

Along the coast of South Carolina, as of North Carolina orgia, stretches a low and narrow sand bar-a except by lost Indians and runaway negroes, who sub-sist by hunting and fishing. At distant intervals there are shallow breaches through which the quiet tide steals in twice a day, swelling the natural lagoons and damming the outlet of the fresh water stream till the current is destroyed and turned back, and their flood discersed far and wide over the debatable land of the Cypross Swamp. Then, when the heavy rains in the interior the rivers, their eddying currents deposit all along the edges of the sandy islands and capes the rich freights they have brought from the calcareous or granitic mounains in which they rise, with the organic great forests through which they flow. This is the soil of the rice and cotton plantations, which are always found in such parts of the tidal swamps adjoining the mainland or the sandy islands as are left nearly dry at the ebb of the water.

The region around Port Royal entrance and Sact, the first settled spot on the coast of North America. How interesting, in view of our expedition, to read the story of another expedition to the same locality just three hundred years ago. The first colony was sent out by Admiral Coligni, a zealous Protestant, and then one of he Ministers of the Crown, who, at the time of the war between the French Protestants and the Catholics, ob-tained permission of Charles IX. to plant a colony of Proestants in Florida—a name then applied also to a great part of the Southern coast, Command of two vessels as accordingly given to Jean Ribault, "a man expert in ca causes." and in the spring of 1562 he landed on the Florida coast. Sailing northward, he discovered several rivers, one of which, from "the fairness and largeness of is harber," he called the Port Royal river. chronicler, Laudoniere, who accompanied the expedition: escribes the scene in glowing colors. Splendid forests, shores festooned with rich grape clusters, birds of brilliant plumage, stags and deer in the luxuriant savannahs. As the commander cast his eye across the waters of the beautiful river before him, says Laude, niere, and measured the breadth of its mouth and the lepth of its soundings, he persuaded himself that "all the argosies of Venice could ride upon its bosom." Acngly, upon the island a few miles up Port Royal river he erected, it is said, on the very spot where the town of Beaufort now stands, a pillar with the arms of France, and in a few days after built a fort, which, in honor of his King, Charles IX., he called Charles' For Arz Carolina—from which circumstance the country took the name of Carolina. Ribault reminded the colonists that they were now occupants of a "vast country, filled with every goodly promise, where every man was to be honored, not for his birth or fortune, but on account of his own personal achievements." Thus it was on that very spot that, for the first time, three hundred years ago, on the North American coast, the flag of a civilized colony might be seen by the approaching mariner. But this first French colony did not flourish, and after sending out another to the same locality, the French, in 1567, gave

It was almost a century after this before the English nth century Lord Cardross led a colony from Scotland and settled at Port Royal; but this place, claim an agreement with the Lords Proprietaries, co-ordinate authority with the Governor and Grand Council of Charleson, it was compelled, with circumstances of outrage, to

cknowledge submission. In 1670 William Sayle was sent out as Governor, and in his letter of instructions he was told to "cause all the ple at Port Royal to swear allegiance to our sovereign a the King, and subscribe fidelity to the proprietors and the form of government established by them

With regard to the capabilities of Port Royal, an Fngrish writer spoke of it as fellows:-"The whole royal navy might ride with safety in Port Royal harbor. Its situation renders it an excellent station for a squadron of ships in A giance at the map will show that a more vuln

spot for striking at the rebels could not be selected. On either hand lie Georgia and South Carolina, with their capitals, Charleston and Savannah, the hotbods of seces-The communication between the cities would be the first to be swized, the distance between the two cities being 104 miles, and a force moving up the waters from Beaufort would strike the road at Pocolalego, fifty ave miles from Charleston and forty-nine from Savannah, by which means Charleston or Savannah could be taken on the rear. The forts and batteries of both harbors would thus be rendered useless as defences to their respective cities.

REAUFORT. Steering for Port Royal harbor, the course, after taking bearings, is due west for St. Michael's Head, within aftern [CONTINUED ON EIGHTH PAGE.]